

# BDCP Proposed Water Conveyance System (CM1)

## CM1 Features:

- Three intakes, together capable of diverting up to 9,000 cfs.
- State-of-the-art fish screens that would protect passing fish.
- A forebay for collection of the water diverted from the river.
- Two tunnels to carry water 30 miles to the existing pumping plants in the south Delta. From there, water would be moved into existing aqueducts that supply much of the state.

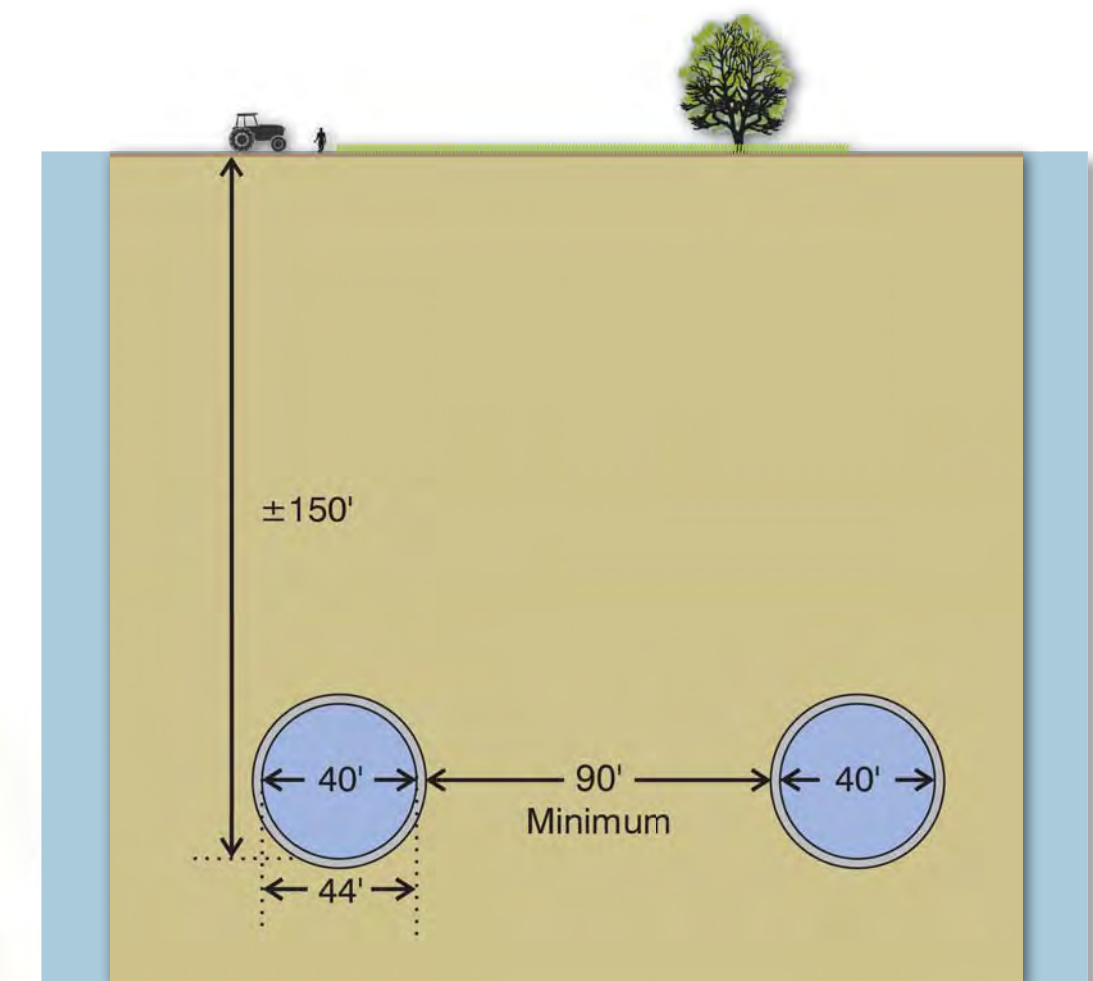
CM1 water facilities and conveyance operations have been refined, largely in response to the potential impact to Delta communities, since first proposed.

### Changes include:

- The number of new Sacramento River intakes has been reduced from five to three and capacity reduced from 15,000 cfs to 9,000 cfs
- Underground tunnels, instead of a surface canal, proposed for water transport
- Alignment shift away from Delta communities
- Shrinking of the intermediate forebay from 750 acres to 40 acres
- Height of the pumping plants at the intake facilities reduced from 60 feet to approximately 30 feet."

### Intermediate Forebay:

A new 40 acre forebay would be constructed to collect water from the river intakes before it enters the tunnel system.



**Dual-Bore Tunnels:** Two 40-foot inside-diameter tunnels would be constructed, side by side, more than 150 feet below ground to deliver water supplies to the redesigned Clifton Court Forebay.

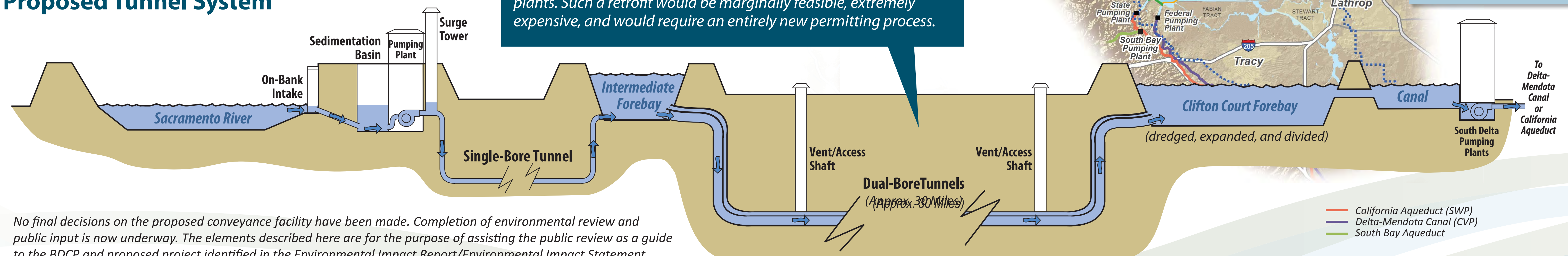
**Clifton Court Forebay:** Redesigned to improve overall operations, the existing forebay would be dredged, divided, refurbished, and expanded to the south. Proposed north Delta conveyance facilities would supply water to the northern portion of the forebay, while the southern portion will continue to provide flows to the SWP and operate as it does today.

**Clifton Court Forebay:** Redesigned to improve overall operations, the existing forebay would be dredged, divided, refurbished, and expanded to the south. Proposed north Delta conveyance facilities would supply water to the northern portion of the forebay, while the southern portion will continue to provide flows to the SWP and operate as it does today.

### Designed for 9,000 cfs capacity:

As designed, the tunnels could not carry more than 9,000 cfs unless reinforced with steel liners and pressurized by additional pumping plants. Such a retrofit would be marginally feasible, extremely expensive, and would require an entirely new permitting process.

## Proposed Tunnel System



No final decisions on the proposed conveyance facility have been made. Completion of environmental review and public input is now underway. The elements described here are for the purpose of assisting the public review as a guide to the BDCP and proposed project identified in the Environmental Impact Report/Environmental Impact Statement.